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# Windsock

MAY 96



## Chairman's Letter

Dear Members,

Just a short note from the incoming Chairman, primarily to thank Martin Brady for all the work he put in as chair. Although still representing the SHGC in respect of the National Trust license for the Dyke and High and Over, Martin wished to spend less time pushing pen and more time pushing the bar out i.e. flying.

Muggins was shuffled into his stead in order to facilitate this and other more obscure ends. Thanks Martin.

I hope I am eventually able to serve the club as well as Martin has done in this position.

T.A.



### THE SAFETY ZONE

I'm sorry I was unable to attend the recent AGM due to the very unfortunate fact that I was skiing but I understand that whilst I was having a great time, I was voted back in as Safety Officer for another year I am happy to take on this role again, and will be doing every thing I can to review safety aspects in all guises.

During last year it was very difficult to monitor any incidents/accidents that had occurred on SHGC sites, simply because nobody bothered to let me know what had happened. A lot of the information I did get was either secondhand or hearsay. Therefore, in order to make my job easier and more effective, I am devising a form, nowhere near as detailed as the BHPA Incident/Accident Forms, to be issued with everyone's club renewal forms, in order that we may administer the sites better and be more accountable to the landowners and governing bodies. It obviously looks very bad when someone rings me up for information on an incident and I am only able to reply "What incident?"

This would also seem a good time for a reminder that we are now coming up to the 8-10 weeks when 80% of the year's accidents seem to occur, mainly due to pilots not having flown much during the winter, combined with very strong spring thermal conditions. So, please make my job easy and be very careful. Don't forget, you need to be lucky every time, it only has to be lucky once!

Hope to see you on the hill as the weather brings you out and about - fly safely .

STEVE BREWER

# Windsock



Magazine of the Southern Hang Gliding Club

May 1996

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#### Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 24th May 1996. Sent to my address or to PO Box:

**PO BOX 1359**

**Brighton**

**East Sussex BN1 4QX**

#### Contributors

Trevor Ackroyd, Steve Brewer, Jerry Hansen, Ozzie Haines, Tony Lucchesi, Jeff McCall

## IMPORTANT NOTICE - STEYNING BOWL

Steyning Bowl is a Private site run by Freeflight and Purple Haze paragliding schools, who allow SHGC members to use the main bowl area. This arrangement is revised three monthly. If you intend using Steyning Bowl please keep to the site rules which are:-

- 1 The two schools have priority, if they are teaching, you must report to an instructor on arrival.
- 2 To produce your BHPA license, valid Club pilot or above (not helmet sticker)
- 3 Proof of SHGC membership or &5 daily site fee.
- 4 No more than three in the air.
- 5 Do not climb the fences
- 6 Please do not under any circumstances fly the north ridge as this is strictly school use only.

This notice has been issued due to some SHGC members constantly abusing the site. Make sure it is not YOU who loses access to this site

### Club Coaches

#### PARAGLIDING

Steve Brewer	Henfield	(M) 0378 434929
Adam Goodsell	Hove	01273 749412
Jerry Hansen	Shoreham	01273 461783
James Hardiman	London	0181 311 0683
David Massie	Horsham	01403 268601
Peter Perry	Crawley	01293 402902
Barry Phillpot	Lindfield	01444 482225
Stroller	Bucks	01908 661957
Stewart Swanton	Hove	01273 732219
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650
Trevor White	Ottershaw, Surrey	01932 872722
Colin Williams	Sanderstead	0181 6574958

#### HANG GLIDING

Adrian Caple	Purley	0181 660 0824
Steve Cook	Littlehampton	01903 725724
Eddie Horsfield	Croydon	0181 657 9307 (M) 0850 088173
Dave Keepax	Burgess Hill	01444 245233
Dave Matthews	Brighton	01273 604752 / 0171 240 9872
Peter Perry	Crawley	01293 402902
Ron Richardson	Keston	016898 56723 / 016898 51823
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650
Dave Williamson	Brighton	01273 604752

The above coaches are here to give help and assistance to new members and those new to our sites - so use their experience.

If they are not readily identifiable by a "Club Coach" armband, ask someone on the hill to point them out to you - they are there somewhere.

## Marshalling Guidelines for the Dyke

When it is your turn to marshal at the Dyke it is important that you turn up or find a substitute. Your job is to help reduce overcrowding, and ensure airtime is used fairly by all. The guidelines should assist you in that endeavour. Being the Marshall does not mean that you can't fly, just organise it with the other Marshals.

If it is flyable the Marshalls of the day should collect the Site Control Equipment from the metal cupboard within the boiler room. This is beside the outside toilets at the East side of the Devil's Dyke pub. The equipment consists of - 6 SHGC flags, strips of dayglo material, a black board, a split session "1/1" Flag, a low airtime (red ribbon) "L" flag, a large red cross and an air horn.

A notional "Gate" will be set up in front of the pub, this will be either open, or, with tape across it, closed, additional gates may be set up as required in the Paddock or North bowl. Pilots may take off anywhere within the allocated areas only when the gate is open. When the gate is closed any further take offs will be supervised by the Marshalls.

**Pilots should read the marshalling board before flying** for current information, i.e. times for Split session - Hang gliders then Paragliders, or Low airtime - Red ribbons Only, Turn point active etc so put on it the relevant info for the day.

The Emergency Landing Signal is Three Blasts on the Air Horn, and/or a Large Red Cross laid out. Pilots are then required to clear the area as quickly as possible and land, **all but the closest pilots must bottom land**. Please remember that a helicopter may be arriving in a matter of minutes and pilots must not get in the way, or allow unattended canopies or gliders to get in the way.

#### How to do it?

**The gate** = stick two flags in the ground in front of the blackboard area, to close the gate put the dayglo tape across it. Pilots may not launch when the gate is closed, but you may allow flying on a one land /one take off basis. The closed gate is to allow you to restrict the numbers of pilots in the air.

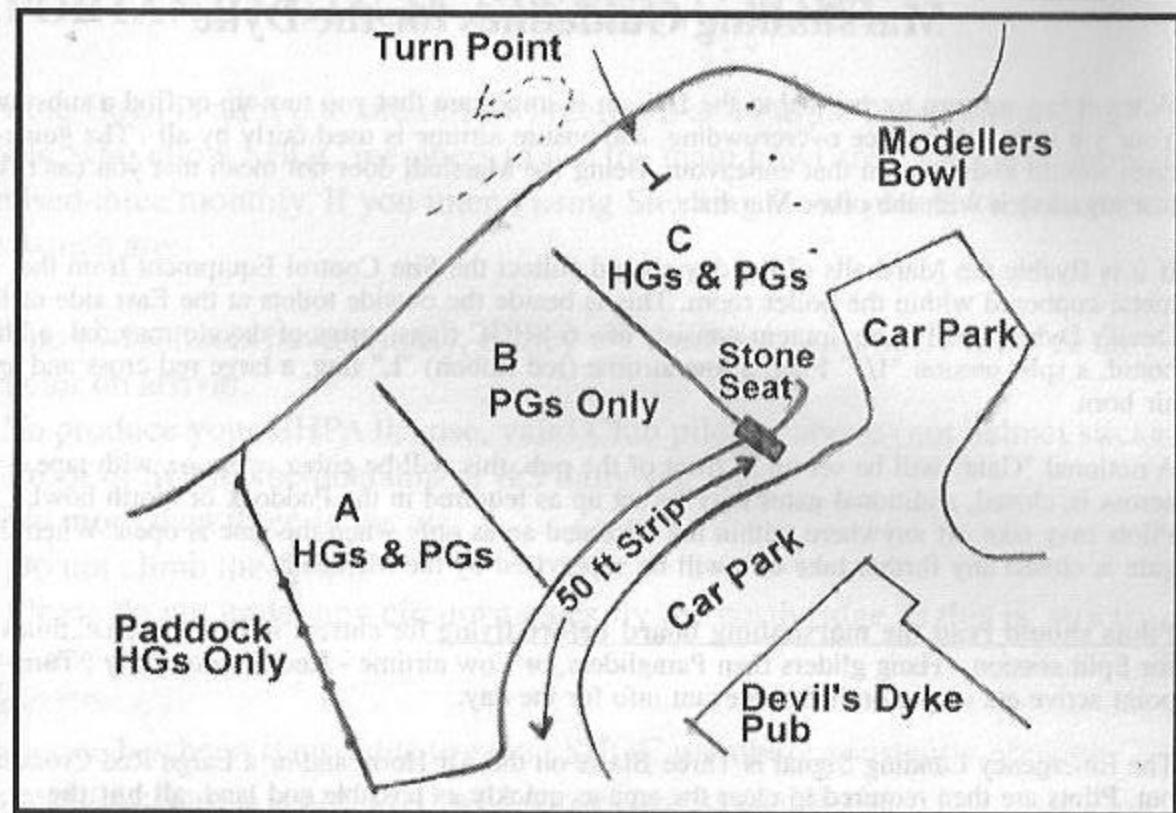
**Split session flag** = indicates 1/2 hr for PG 1/2 hr for HG or red ribbon etc. Please note HG pilots may not wish to take off in the early part of the session as they are waiting for the right conditions, this can causing ill feeling among the other grounded pilots. Once HG pilots get off the ground it is often better to let them continue flying after the 1/2hr session is over rather than get them to land, as the main problem for them, is to be able to take off without paragliders getting in the way.

**Low airtime session flag** = indicates time for red ribbon pilots HG or PG **but not together**, note do not restrict the other pilots from flying for long periods by having one special session after another, try to avoid using the best part of the day for red ribbon pilots

**The large red Cross** = Is the emergency land now signal and or three blasts of the air horn use it only in the event of an accident or emergency.

The main Paraglider Take off in front of the car park has been divided into three areas as detailed in the diagram over.

**Area B** exclusively for Paragliders to rig and take off and is bounded by the stone seat on the East, and the end of the pub on the West. **Area A**, bounded by the paddock fence and the beginning of the pub, and **Area C** bounded by the stone seat and the modellers' bowl markers, allow Hangglider rigging, parking and take off in addition to the Paragliders. It is important to leave at least a 50ft strip in front of the car park for public access and viewing



#### THE OPEN WINDOW IDEA FOR HANG GLIDERS

Often in the past Hanggliders have not been able to take off when the thermals come through because of a wall of Paragliders getting in the way.

We would like to try the turn point idea to try to resolve this problem for pilots trying to take off from area C.

The turn point would be marked with a taped 'T' on the grass towards the North end of the slope within area C. The intention is that all pilots flying the ridge below 250ft turn back along the ridge at or before the turn point, and so leave a small, but clear, window of air space for Hanggliders pilots to take off into.

So on your marshalling day, if conditions are suitable and HG pilots are waiting in area C to launch or they request the use of the turn point give it a go, see what happens. (Put a note on the marshalling board that the turn point will be in use during the day.)

In order to gain full co-operation from the pilots, Do not restrict the ridge run more than necessary, but do allow the hang gliders exclusive use of the area North of the turn point to the modellers bowl.

The Turn point idea is experimental, and is intended to evolve to avoid the problems the hang gliders are having at present. It is not intended to restrict the Schools use of area C, so compromise may be required.

#### Quick Reminder

Right hand 360's only below 1000ft ATO  
No flying in the modellers bowl below 250ft ATO

No paragliders in the paddock, if they have to land they must mushroom the canopy and leave as soon as possible.

No more than 3 paragliders at a time in paddock airspace below 150ft.

If you need help or advice from experienced pilots = ask for it, Enjoy your Day

JERRY HANSEN, SITES CONTROL.

## What...not Again!!

### Tony Lucchesi smashes the Firle record for a second time

Early last month there was a reasonable forecast - ENE, sunny etc, so we decided to go to Firle and have a look. While I was rigging up Ozzie came over and said he had read my article about retaking the Firle record for hang gliding which had come out in Windsock that day. Jokingly I said, "Well I'll have to beat it today then!"

I carried on rigging up my new Topless while Ozzie had a fly about, he landed and reported good thermals so I decided to have a go. Steve and I took off into a boomer and quickly climbed to 2500. Just N of us John Barrett was in an even better one and in a better position so we glided over to him and hit a pukka 6up to base. As I was having to pull on a lot of speed to stay out of cloud I decided to glide towards Beddingham. Quite strong sink all the way had me turn round just off the end and sit on the spot, shit, can't go back now, so I decided to glide towards Iford ridge - 8 down all the way!! I radioed to Steve that I was being flushed down and would probably bomb out at Iford, he said he was gliding back to Firle and would come and get me if I did.

Just before Iford I hit a very broken thermal and struggled for a while, it then turned into a 6 up boomer and soon I was back up at base. I could see a series of good clouds from N Brighton to Steyning and glided to the first over Brighton, 6 up to base again in another very rough thermal, glided to the next cloud - 8 down all the way, ending up at 1500. Under the next cloud I had to hunt around a lot but found it - another 6 up to base. I could see another fair cloud just to the left of Steyning and decided to glide to it, more 8 down, VB on full.

I arrived under the cloud at about 1800 and saw a paraglider scratching and slope landing at Steyning. I then connected with the core, another 6 up but this time a real smooth boomer. I grab my radio to tell John and Steve that I was over Steyning and discovered that Steve was about 15 miles behind me and John was still on the ridge. I told Steve that I would stick with the thermals and wait for him to catch up - I had taken off without a map and I knew he had one.

My thermal died and I had to glide, strong sink again found me over Arundel Castle at about 1200. "Well that little valley over the back got me up last time so let's have a look," I said to myself. Sure enough a really smooth 4 up saw me back at base - "I must remember that valley."

Gliding again and I caught a nice thermal just north of Goodwood House, Chichester and arrived at base again. I asked Steve his position, he was just north of Arundel so I decide to stay with this one if I can and wait for him to catch up. After a few minutes I saw him gliding towards me, he enters the thermal and climbs up to base with me.

We discuss tactics and decide to head crosswind to the NW so that if we got that far, we could go around Eastleigh Airport. We headed off side by side and after a long and sinky glide we arrived over the A3M at about 1500agl. Just to the west is Horndean - lots of houses, so we glided over hoping to find something on the downwind side and are rewarded by a 6-8 up boomer. At base again I said to Steve that my old record was as good as gone and the sky was still working.

As usual fate was tempted and we plunged into strong sink and found nothing until low again over Bishops Waltham. Another patchy climb to base and we glided off to Chandler's Ford, on the way we separated a little to search for lift. Steve found a good one, I glided over to join him but found only patchy lift which died leaving me at 2000.

Steve glided off high, leaving me grovelling - what a bastard!. I could see Eastleigh Airport to my south. I glided over Chandlers Ford, finding numerous thermals which saw me at base again. "Yes!" I could see the motorway stretching off to the East and decided to glide along it. I glided and glided... buggler all. Eventually some miles and thousands of feet later I found myself gliding to a small valley where I thought I would have to land. As I got closer I could make out a small white speck in my intended landing field - could it be a glider? As I got closer I realised that it was a glider and it had no kingpost, so it was Steve.

It was now time for a short prayer - "please God give me a thermal and let me have him.." I arrived about 800 directly overhead of Steve and found a peachy 2 up. I start circling and slowly ascend to 3000ft - excellent!.

Downwind is the New Forest - open country with few houses and roads so I decided to glide off along the A31 towards Ringwood but found nothing. The air suddenly became very turbulent and I was being thrown about a lot, I search around but there is no lift, only turbulence. The air smoothed out after a couple of miles and I noticed that I was now covering the ground very fast - strange. As I get lower and lower I realised that I wasn't going to make Ringwood and although there were plenty of places to land there were no houses, and phones, just motorway and heath.

I seemed to have a headwind so I did a slow 360 and decided the wind was definitely WSW. I landed the same direction as I had been flying -

into 10knt WSW. I can only assume it was the sea breeze.

Luckily (not for them) someone had broken down on the other side of the motorway and an AA van was in attendance. I went over and blagged the use of his mobile phone to tell Claire where I was and that I would try to find Steve (who was in a nearby town).

I tried to hitch hike on the motorway but no-one gives me a lift, eventually I come across a layby where I find a car - a lift perhaps? The occupant had long hair, a beard and was cooking rice on a stove in the back of his car. I walked over and said hello, he is a little nervous but after a few minutes he is OK. We have a chat and I blagged a cigarette off him. He told me that when he saw me walking towards him with my flying suit and glasses on he thought I was a wierdo and was not going to talk to me...! A rice crazed hippie calling me a wierdo! I bid him farewell and plod off, thumb outstretched.

After a while a car stopped and gave me a lift, I remembered Steve had landed north of the A31 at the bottom of a long slope. As the motorway goes down a long hill I decided it must be the next exit. My lift agrees to take me into town and sure enough I saw Steve sitting outside a pub, I joined him for a pint and awaited our retrieve.

What a day, what a glider!!

Pilot:	A Lucchesi
Glider:	La Mouette Topless
Miles:	82
Hours:	5
Conditions:	6 ups - 8 downs, good cumulus ENE 10Knts.

# Aerodynamics

## STOP PRESS STOP PRESS!!!

Basano result: Topless 2nd & 5th

## STOP PRESS STOP PRESS!!

Topless smashes File Record (see article opposite)

## Harness

We also have the new Silhouette Hang Gliding harness from La Mouette - high quality, low drag, angle of dangle, radio pocket etc. Because of its single sliding hang point system we have developed a new clip in system which will be the lowest drag hang point available.

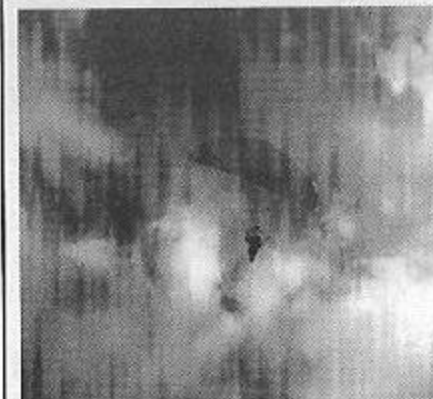
## Used Equipment

We have a good selection of used quality equipment inc: Moyes, Solar and Airwave gliders and much more - phone for details

## Reserves

We sell, repack & fit all types of reserve - Meta, Apco, La Mouette, Airwave & Junkers, from small PDAs to big floaters.

Do you know the descent rate of your canopy with your all up flying weight?



## Holidays

We will be organizing winter holidays for both HG & PG in Southern Spain and adventure flying holidays in the Atlas Mts. of Morocco - a real cultural experience and some great flying!

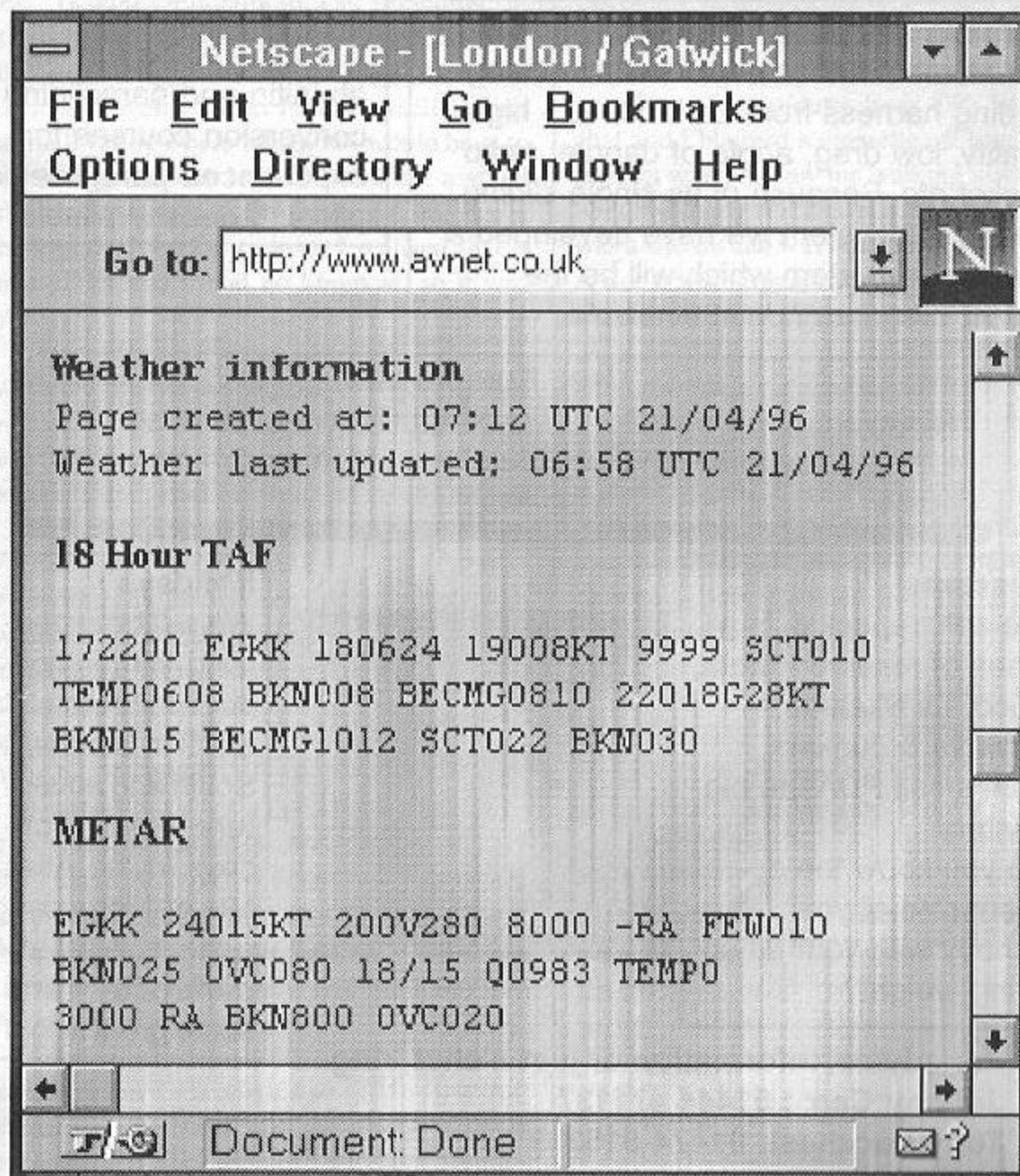
For advice, information or just a chat, ring  
Johnny Carr : 01444 471137  
Tony Lucchesi: 01474 815239

## Internet Weather Forecast Interpretation

The Internet is an amazing place to find out information about just about any topic you care to mention. There are many excellent resources for the sports of Hang Gliding and Paragliding including a new service from Avnet - providing constantly updated UK airfield weather information and forecasting on line.

Some of you Volmet buffs out there may understand some of the terminology but here **Jeff McCall** explains how to decode TAF and METAR information from this most useful of resources which can be found at [www.avnet.co.uk/tmdg/weather/lookup.html](http://www.avnet.co.uk/tmdg/weather/lookup.html)

*Below: how the information is viewed on the Internet*



## TAF (aerodrome forecast):

includes the following sequence; date & time of origin, validity time, wind, minimum visibility, significant weather, cloud, significant changes.

Vis.: 9999=10km or more, 0000= less than 50m

Cloud: given in eighths of sky covered (oktas) where FEW=1-2, SCT=3-4, BKN=5-7, OVC=8, and SKC=sky clear.

Sig weather: +=heavy/well developed, -=light, RA=rain, DZ=drizzle, TS=thunderstorm, BR=mist, VC=vicinity, RE=recent, etc. etc.

Sig changes: BECMG = becoming, TEMPO = temporarily.

For example:

### 18 hour TAF:

```
172200 EGKK 180624 19008KT 9999 SCT010 TEMPO0608 BKN008 BECMG0810
22018G28KT BKN015 BECMG1012 SCT022 BKN030
```

reads as follows:

18 hour forecast issued at 2200 on the 17th for Gatwick and valid from 0600 to 2400 on the 18th; surface wind 190 degrees 8 knots; minimum visibility 10km or more; cloud: 3-4 oktas at 1000 feet; temporary change between 0600 and 0800 5-7 oktas at 800 feet, becoming between 0800 and 1000 220 degrees 18 knots gusting 28 knots 5-7 oktas at 1500 feet, becoming between 1000 and 1200 3-4 oktas at 2200 feet and 5-7 oktas at 3000 feet.

## METAR (aviation routine report - actual weather on site)

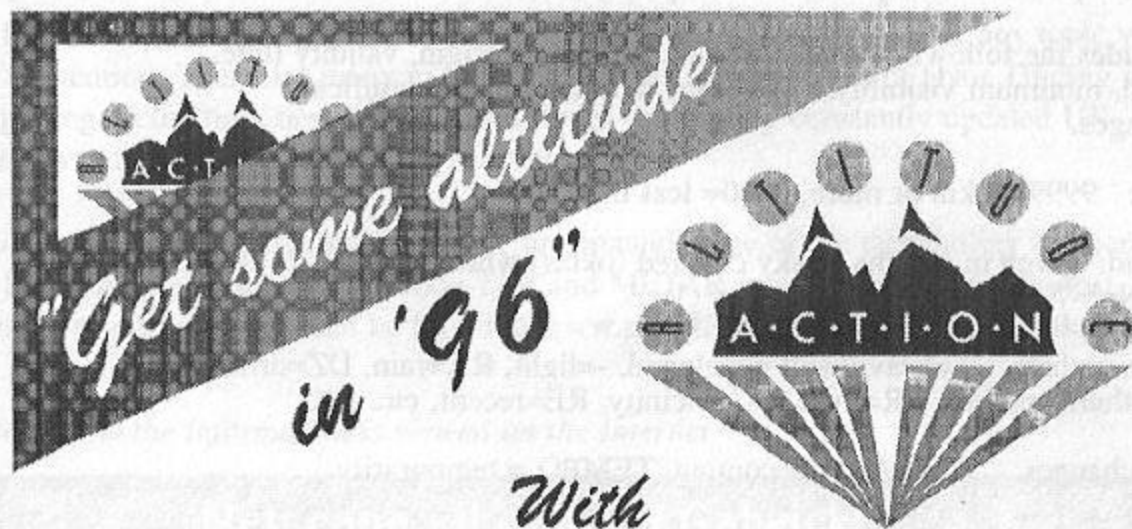
Has a slightly different sequence using the same codes; date & time, wind, vis., runway, present weather, cloud, temp & dew point, QNH, recent weather, wind shear, trend.

For example:

```
METAR
EGKK 24015KT 200V280 8000 -RA FEW010 BKN025 OVC080 18/15 Q0983 TEMPO
3000 RA BKN800 OVC020
```

reads as follows:

surface wind: mean 240 degrees true 15kt varying between 200 and 280 degrees; minimum vis 8km; light rain; cloud: 1-2 oktas at 1000ft, 5-7 oktas at 2500ft, 8 oktas at 8000ft; temperature +18 dew point 15; QNH 983mb; trend: temporarily 3000m vis in moderate rain with 5-7 oktas at 800ft, 8 oktas 2000ft.



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# Hanging by a thread

*You may have seen him on the telly the other week, now hear the story of Ozzie Haines' narrow escape as told by the man himself...*

On Tuesday nights I normally play chess, but this particular night Darren and I decided to drink and play pinball up at the Dyke pub.

Having obtained a reputation as being a bit of a nutter, I suppose it was quite natural that Dave Snowden approached me while leaving and suggested that I take part in the Three Peaks Challenge that he had organised.

The Challenge involved carrying your glider to the top of the UK's 3 highest hills - Ben Nevis (4400ft), Sca Fell (3200ft) and Snowdon (3550ft). I told Dave to find someone else but he kept up his persuading, finishing with "its never been done before with a hang-glider." - This is what interested me.

He told me over the phone the next day that it would be on for the next weekend if the weather was spot on. We required a high pressure over central to northern England. The weather that weekend was brilliant, not for mountain flying, but for going cross country.

The next available date would be the following month - 24th June as Dave would be out of the country until then. In between these weekends the guys at work became quite interested in my endeavour and at first offered to drive me around between mountains later volunteering to carry my glider up the summits. All I had to do was carry 35lbs of harness up - a lot better than 85lbs of glider as well.

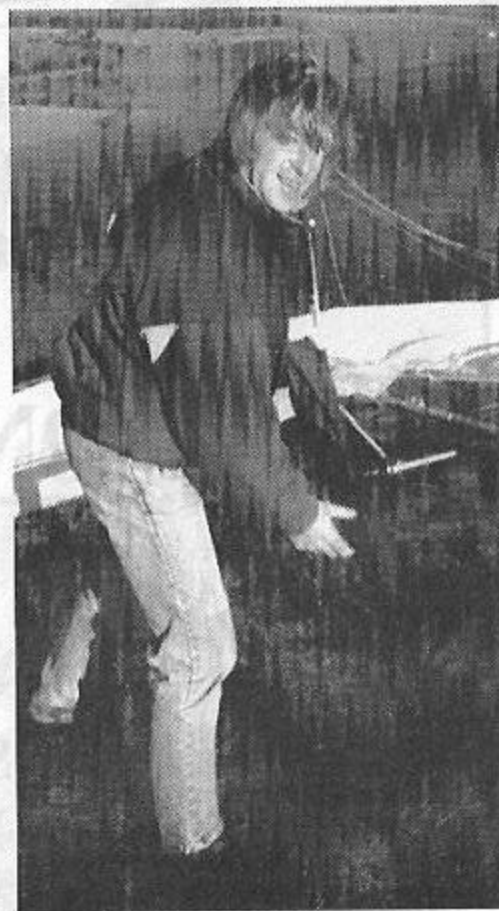
I could have chosen a glider of at least half that weight but decided to fly from the top with the best glider in the world - the Moyes Xtralite 137.

Late June approached quickly and everyone at work was looking at the weather, it became quite clear that by Tuesday the 20th it would be on.

I had so many willing hands that it was decided to have two teams, with a glider each. One would drive up to Sca Fell in the early morning and start carrying up at mid-day, the other team would drive through the night and start the ascent as soon as possible - the best laid plans of mice and men...

The week before the attempt had been quite hectic at work and I suppose the added tension of my endeavour had not helped. The firm had promised to sponsor our efforts by paying for our petrol and supply our vehicles, but then Friday night came and I was supposed to be leaving work, but no vehicle. At the last moment I was trying to tie a ladder to an estate car, I had already tied the other glider to a firm's van - another Xtralite, supplied by Simon Murphy's Flying Circus.

I left work in a hurry, rushed my dinner and my bath and rushed out of the house to pick up two sherpas and then a rendezvous to pick up our drivers and another sherpa. Five in a car for 8 hours overnight is not the way to travel if you have got a hard day ahead of you.



## Sussex Hang Gliding & Paragliding



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Come in for a coffee/tea and a chat

<http://www.sussexhgpg.co.uk/sussexhgpg/>

We all arrived in Fort William tired and hungry, it was only 4.30am, with no place to eat, we crashed out and grabbed some fitful sleep in the back of the car. After breakfast at Safeways we drove to the youth hostel at the bottom of the Ben.

By 9am the team was leaving for the summit, we were all in high spirits, the weather was glorious, it was already very warm with a light breeze. I took some photos of the four of them as they ascended the first zig-zags, wished them good luck and ran back down the mountain.

The pilots briefing was for 10am so I tried to get some kip, it was impossible as the sun was making the inside of the car very hot. I was also quite excited, anxious to start and not wanting to miss anything.

10am came and went, there was no one around. I had parked the car in such a way that everyone attending would have been able to see me. It wasn't until 10.45 that I spoke to another pilot, three in fact, they informed me that the briefing had been re-scheduled for 11am in a field somewhere near, but they were not exactly sure where.

We walked down the road looking for this field until it was decided that it must be in the other direction. I arrived back at the car at 11, I'm late, I turned the car around and headed up the small mountain road. The pilots meeting point appeared in front of me within 800 yards. I got on the radio to Paul, one of the sherpas, I told him what was happening and that I should be leaving soon.

The briefing took ages and was not over until 12 noon. I radioed back to Paul and he informed me that they were up on the snow. I told him that I would be there in two hours.

I've done my fair share of walking and climbing in the mountains and knew exactly what was ahead of me. I've also been up on top of the Ben a couple of times so I was pretty well clued up.



Photo: Dave Massie

*Sarah Fenwick checks her lines on the Ben Nevis take-off*

I walked for an hour carrying 35lbs of weight which consisted of my harness, parachute, radio, vario, flying suit, crash helmet, drink, food and cameras. I rested for 5 minutes and radioed Paul but received no reply. At the next hourly rest I had managed to be well up in the snow and knew I must be very near the top.

I sat in the snow to cool off as it was so warm with no breeze, after a drink and a Mars bar I was on my way again. I left the radio on and tried it every 2 or 3 minutes. Gradually the top of the snow cap came in sight, the radio burst into life, it was Paul, asking my position, I told him about 400 yards away if he looked up.

The weather on top was glorious, very hot and the view was stunning, you could see maybe 25 miles into the haze. I'd had a fairly easy time only walking for 2 hours 20 minutes, the others had been carrying for over 5 hours and were exhausted. We all sat in the snow to drink and eat. There was no wind, but that didn't matter - we had done the hard bit, all I had to do was take off and the others walk down, what could be easier?

After about 15 minutes the film crew arrived by helicopter, I had been beaten them from the briefing, they asked for some footage of us so we reconstructed our arrival on the summit again, but this time altogether.

The next task was to find a decent take off area, but that wasn't so easy. The wind that did blow was 1-2 mph, but never quite from the same direction. The slope that faced into the majority of wind was boulder infested. The lumps of rock, some the size of tables and chairs, were very sharp and search as I did I could not find a flat enough area to run in, but as this was the only available slope so it would have to do. I went back to the team and we carried the glider over the wet, mushy snow to the take off slope. Just walking over the snow again I realised how hard it was to make any reasonable headway and carrying this glider over the rocks it was even harder, but it was the only slope available.

I rigged the glider at a very leisurely pace but was still nearly finished by the time the first paraglider pilot appeared at the top. The wind had not improved at all but at least someone had brought a windsock to help predict sudden breezes of wind.

After about 10 minutes of chatting it didn't look as if it was going to improve either and with the chance that the wind might go catabatic at any moment I decided to give it a go.

I was standing on the boulder strewn slope, looking down at least 3500ft with the weight of my glider on my shoulder. I thought back to that morning when I looked up at the summit and by the drift of the clouds saw at least a thirty knot wind blowing - and now nothing. This could be another bloody sea breeze doing this but it didn't really matter - all I had to do was launch.

A very light breeze blew up, I launched the glider at it but it was nowhere near flying speed - I couldn't run at all because of the rocky terrain. The glider's nose dipped down and I fell on my face in the rubble. I had damaged the leading edges which would be very expensive to repair but the glider was still very safe to fly. That is if I could get off that mountain. I suppose this was the first time I thought that flying from the top of Ben Nevis was going to be harder than I first thought. I was so sick with myself so Paul and I went off for a walk to calm down and also to look for an alternative take off point.

About an hour and a half later we saw a paraglider, airborne, floating down in front of us. We arrived back at my attempted take off area to witness a second glider inflating. The paras were laid out on a snow slope 200 yards to the left of where my glider was parked. I had already investigated this area but dismissed it as unsuitable. The paras could take off because they only had to run at about 8mph, compared to my 16mph. Secondly their gliders only weigh 30lbs in all, compared to my 130lbs so my feet would sink in the slushy snow but the main reason was their wings sit 30 feet above their heads so they could avoid the rock stacks in front of take off, my glider was only 3 foot above my head and would not squeeze through that gap. Lastly at any point you can abort an attempted take off on a para but its practically impossible to on a hang glider - once you start running you are committed.



Photo: Dave Massie

Something I did see though did encourage me, while sitting watching the second para attempting to take off the wind blew at about 6mph from the north and it ruined his launch and also his subsequent attempt but eventually he did manage to get into the air and disappeared down the valley where our briefing had taken place nearly 6 hours before.

I started timing the northerly breezes and they appeared to occur approximately every four and a half minutes. After the fourth breeze went through on time I decided to go for it. My team scrambled into action carrying the glider and equipment over the rocks to the new launch site. I pushed in to the front of the queue, my main aim was to get off the hill before the wind went catabatic - if it hadn't already.

The pilots were amazed to see me point the nose of the glider, not down the snow slope, but straight over the north face - a 2000ft high cliff. I clipped into the glider with two karabiners, a breeze came through, was it worth going? "wait a bit" I said to myself and soon the breeze disappeared. I wasn't happy and I unclipped and walked along the cliff edge looking for a better site but there were none so I came back and clipped in again.

I could feel the pressure on me - I had to do all three mountains in 24 hours and it was already 5.30pm and the film crews were expecting me to jump soon. What I failed to realize was exactly how tired I was - my judgement was not exactly 100%. I looked down the slope again, stepped back a few paces and waited.

It was exceptionally warm in my flying suit and I called one of my team over to check something on the glider. I then noticed how tired they were and wondered if they were able to carry the glider down the mountain again if the need be. I decided they weren't - I had to get this glider off the mountain. I also saw many people standing around watching me. There was an awful amount of people on top of a remote Scottish mountain, they had come up for the view and now had this extra entertainment.

I looked down the cliff again, the breeze picked up, I stepped back a few paces and ran at the edge.

To be continued.....

XC Flight Entry Form ~ SHGC 96

<b>Name &amp; Membership No:</b>		<b>Claim Distance</b>	
<b>Canopy</b>		<b>League Entries</b>	<input type="checkbox"/> Martini League <input type="checkbox"/> Sussex League
<b>Flight Type</b>	<b>Flight Date</b>	<input type="checkbox"/> Open Distance	<input type="checkbox"/> Out & Return <input type="checkbox"/> Triangle <input type="checkbox"/> and Ridge Run
<b>Take Off Site</b>		<b>Grid Reference (4 Fig.)</b>	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
<b>Landing Site</b>		<b>Grid Reference (4 Fig.)</b>	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
<b>Turn Point One</b>		<b>Grid Reference (4 Fig.)</b>	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
<b>Turn Point Two</b>		<b>Grid Reference (4 Fig.)</b>	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
<b>Take Off Witness</b>		<b>Landing Witness</b>	<input type="text"/> <input type="text"/>

MINUTES OF THE SHGC COMMITTEE MEETING 7.2.96

PRESENT: M. Brady, T. Ackroyd, J. Gibbs, M. Millwood, R. Williams, D. Williamson, D. Petty, A. Caple, T. Cox, J. Hansen, S. Brooks, J. Carr  
APOLOGIES: P. Day, F. Kennedy, I. Jehu, K. Birch, S. Brewer, A. Turner

1.0 MINUTES FROM LAST MEETING (10.1.96)

ON-GOING:

9.0 SITES: Julia will attend a meeting with Brighton Council and the Environment Services Department on 14th February with a view to obtaining sites.

J. Gibbs

10.0 NT DEVIL'S DYKE LICENCE: Julia and Fionn attended a meeting with the National Trust on 30th January to discuss the Licence Agreement for Devil's Dyke. The SHGC have asked for additional clauses to be inserted which are currently the subject of negotiation with the National Trust. In addition, Julia to discuss with Irwyn and Brighton Council the schools' position.

J. Gibbs/I. Jehu

11.0 MARSHALLING:

11.1 Marshalling Rota: The Marshalling Rota will be published monthly in Windsack. Guidelines will be sent together with the marshalling reminder notice to each member on the marshalling rota. In addition, guidelines will be published in Windsack twice a year.

CARRIED OVER:

11.2 Marshalling Guidelines: Martin to review the guidelines currently outlined for marshalling.

M. Brady

12.0 MEMBERSHIP FEES: Martin has spoken with Peter Day regarding the Club's financial position. The Committee have decided that membership fees will stay the same rate as at 1995.

CARRIED OVER:

13.0 CHARITY FLY-IN: Kenton and Mike to come back to the Committee with a proposal for the organisation of a sponsored charity fly-in for Kings College Hospital.

K. Birch/M. Millwood

2.0 MINUTES FROM 6.12.95

CARRIED OVER:

9.0 ADVANCED PILOT RATING: Steve will contact the BHPA to discuss the possibility of arranging for pilots to take their advanced pilot exams.

S. Brewer

ON-GOING:

12.0 SITES: Julia has spoken with both the Mid Sussex Council and the Sussex Downs Conservation Board and is currently looking at possible sites.

J. Gibbs

3.0 MINUTES FROM 4.10.95

CARRIED OVER:

8.0 DEVIL'S DYKE NOTICE BOARD: Julia has spoken with the National Trust who will be redesigning the whole of the wall with part of the notice board being allocated to the SHGC. Julia will liaise with Dan about the design of a new leaflet and approach schools and other potential advertisers to see if they wish to contribute to the cost of the leaflet in return for advertising space.

J. Gibbs/D. Petty

4.0 MINUTES FROM 6.9.95

CARRIED OVER:

7.2 DEVIL'S DYKE SCRUB CLEARANCE: Johnny has obtained permission from the farmer to clear the bushes at the back of the paddock. Johnny to liaise with Fionn and Dave Keepax.

J. Carr/F. Kennedy/D. Keepax

ON-GOING:

12.00 CLUB COACHING WEEKEND: The Club Coaching weekend has been arranged for 23/24 March. Dan to put a note in Windsack.

D. Petty

CARRIED OVER:

13.00 FIRST AID EMERGENCY EQUIPMENT: Fionn will install a box containing the first aid equipment at Firle.

F. Kennedy

5.0 MINUTES FROM 4.7.95

CARRIED OVER

12.1 RODMEL: Fionn has written to Green Dragons exploring the possibility of using Rodmel for members of the SHGC.

F. Kennedy

6.0 MINUTES FROM 7.6.95

ON-GOING

17.00 HIGH AND OVER: Julia will be meeting Caroline Richardson on 13th February to discuss details of the Agreement for High and Over.

J. Gibbs

7.0 SITES GUIDE: The Committee approved the updated sites guide. Jerry to send Dan the updated diskette version of the sites guide for Dan to send to the printers.

D. Petty/J. Hansen

8.0 SAFETY NOTICE: Would members please take care not to inflate paragliders when horses are nearby.

9.0 SITE FEES: Many thanks to Sue and Jerry for their efforts in collecting site fees.

10.0 CLUB EVENING IN LONDON: Andrew Johnson will be sending Dan details of a club evening for those members who live in London.

D. Petty

11.0 DUAL HANG GLIDER FLIGHT: Many thanks to Dave Williamson for earning a donation for the Club.

12.0 US VISITOR: Vic Powell, the former President of the US Hang Gliding Association has expressed an interest in attending a Club meeting whilst on holiday in Britain. Dan to extend an invitation for Vic to fly at SHGC sites as well as attend the Club Meeting on 6th March.

D. Petty

13.0 SPORTS COUNCIL MEETING: Julia will attend a meeting with the Sports Council and Sussex Downs Conservation Board.

J. Gibbs

14.0 PANGDEAN FARM: Martin and Julia will look at Pangdean Farm as a possible southerly site for the SHGC.

M. Brady/J. Gibbs

15.0 VIDEO EVENING: Dan to put a note in Windsack regarding a members' video evening on 20th April at Devil's Dyke pub. Many thanks to Andy Chipling for arranging this event.

D. Petty

16.0 CLUB PREMISES: Brighton Council own a large barn at Palmer which is in need of reroofing. It was suggested the barn would be of use as a club premises and could perhaps be obtained by a lottery application. Julia will be discussing this with Brighton Council on 14th February.

J. Gibbs

18.0 BEACHY HEAD:

18.1 SIGN ON TAKE-OFF: Due to a large number of the public being evident around the take-off area, Fionn will ask David Pearce for permission to erect a sign on take-off to ensure the public are aware that paragliders and hang gliders will be taking off and landing.

F. Kennedy

18.2 CLUB PILOTS: It was agreed that paraglider pilots rated club pilot can now top land at Beachy Head. Jerry to put a note in Windsack.

J. Hansen

19.0 WEST FIRLE: Trevor to speak to the individual who was seen climbing over the fence, instead of using the sty, at West Firle.

T. Ackroyd

20.0 INSTRUCTORS' MEMBERSHIP: The Committee wishes to remind schools it is their responsibility to ensure instructors teaching on SHGC sites must be members of the SHGC.

## Small Ads.

**Moyes Xtralite 147** - Mylar competition glider, immaculate condition £2,600 ono.  
**Rumour I - 14.5m** - Johnny Carr's ex-record breaking glider. £500.00 ono for quick sale.  
 For the above Tel: 01444 471137 or 471217

**Edel Energy XL** - 85-120Kg ACPUL Performance. 30 Hours. Excellent condition. £1,300.00 ono.  
 Tel: Ian 01825 762473  
 (M) 0589 240815

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 Chris (H)0181 3305350 (W)0171 230 8383

**Sky Systems Bug Harness**, suit pilot 5'9"-6"  
 Fitted with reserve chute, £190.00.  
 Contact Dave Matthews on 01273 834984

**UP Kendo Large** 95kg-130kg, low airtime, spare trim risers, ACPUL=Performance, £2,700 new cost - £1650 ono.  
**Sky Systems Probe** harness complete with thigh protectors + SupAir carabiners, immaculate condition - £375 ono  
 Phone 01273 708364

**Selling up** - Complete kit for sale. Clubman CFX180 - excellent condition. Supp + Harness, suit height 5'9-6'0. Steinbach reserve parachute. Alti-vario LCD III. Thommen Altimeter. Plus Ozee suit, flying suit, spare uprights, glider rider, helmet. £1099.00 ovno.  
 Tel Laurie: 01424 434093

**Calypso** - Good condition, low hours, complete with spare uprights, batten profile etc. Comes with complimentary Trevor Ackroyd test flight (3? 4? 5? years ago) & cross country experience! £850.  
 Tel Martin: (W) 01403 210184  
 (H) 01403 864212, (M) 0585 560947

**Edel Energy** - Large. To suit pilot 65kg-90kg. White/purple, 40 hours only. £1,100.  
**Wills Wing Ram Air 146**- SEGA branded. 5 hours airtime. Still one of the fastest hot ships around. £1,200.  
 Tel Judy: 01298 871498

**Rumour 3** - 13m. Superb handling glider for only £1100.  
 Contact Craig: Frimley 01276 202220  
 eem1ad@ee.surrey.ac.uk

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